



185th Street Station Subarea Planned Action

DRAFT ENVIRONMENTAL IMPACT STATEMENT

JUNE 2014



185th Street Station Subarea Plan

Planned Action Draft Environmental Impact Statement

Prepared for:



Prepared by:



June 2014

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Planning & Community Development

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June 3, 2014

Subject: 185th Street Station Subarea Plan- Planned Action, Draft Environmental Impact Statement

Dear Interested Residents, Partners, and Stakeholders,

The City of Shoreline invites you to comment on the 185th Street Station Subarea Plan Planned Action Draft Environmental Impact Statement (DEIS). The DEIS analyzes environmental impacts and recommends mitigation related to redevelopment alternatives in the subarea surrounding the future light rail station located at NE 185th Street and Interstate 5. The DEIS focuses on land use patterns/plans and policies; population, housing, and employment; multi-modal transportation (roads, sidewalks, bike lanes and transit); public services (schools, parks, recreation and open space, police, fire and emergency services, and solid waste disposal); and utilities (water, wastewater, surface water, electricity, and communications).

The City and its residents have been working on the 185th Street Station Subarea Plan since spring 2013 to create a land use, transportation, and infrastructure framework for a livable, equitable, and sustainable transit-oriented community in Shoreline. In addition to supporting the regional investment in high-capacity transit, the subarea plan implements Shoreline's 2012 Comprehensive Plan goals and policies and the City's Vision 2029. The subarea plan should expand community choices related to land use and transportation through regulations to promote a variety of styles and increased levels of affordability; enhanced pedestrian, bicycle, transit, and motor vehicle connectivity, mobility, and safety; neighborhood-serving employment opportunities and businesses; and other desired amenities.

State law requires that the likely environmental impacts of land use actions be identified via environmental impact statements, and this DEIS provides analysis consistent with requirements for Planned Actions (see below). Three alternatives are analyzed in the DEIS, and all assume the development of a high-capacity transit network including the light rail station and park-and-ride structure at the 185th/Interstate 5 location. The alternatives are:

- Alternative 1—No Action, which would retain existing zoning and regulatory provisions in the station subarea; no Planned Action provisions would be adopted, and as such a project-by-project environmental review process would remain.
- Alternative 2—Some Growth, which would adopt a new framework for land use and supporting improvements in the station subarea, with changes in zoning focused along the 185th Street, 10th Avenue NE, and NE 180th Street connecting corridor between Shoreline's Town Center (Aurora Avenue N) and North City; Planned Action provisions would be adopted.

- Alternative 3—Most Growth would adopt a new framework for land use and supporting improvements, with more extensive changes in zoning (proposing higher densities and affecting a larger area than under Alternative 2) surrounding the proposed light rail station, but still focused along the 185th Street, 10th Avenue NE, and NE 180th Street connecting corridor; Planned Action provisions would be adopted.

Regarding the Planned Action adoption process, upon completion of this DEIS the City Council will select a Preferred Alternative based on the results of the environmental analysis, public and agency comments, and potential additional analysis that may be needed as part of finalizing the EIS. The Preferred Alternative may include combined features of the alternatives analyzed in this DEIS, or new features, as long as these are analyzed to the extent required by the State Environmental Policy Act (SEPA) for Planned Actions.

The Preferred Alternative will be identified as the Planned Action in the Final Environmental Impact Statement (FEIS). Additional analysis may be required to identify impacts specific to the Preferred Alternative. With completion of the FEIS, the City would finalize and adopt the 185th Street Station Subarea Plan, including zoning and supporting regulations as the Planned Action. The City also would amend its current Comprehensive Plan, other applicable plans, and the Shoreline Development Code to implement the subarea plan. Future development applications that are consistent with the 185th Street Station Subarea Plan/Planned Action would not be subject to further environmental review under SEPA.

Public and agency comment is invited regarding the DEIS. The City will accept written comments from issuance on June 3, 2014 until July 10, 2014 (see FACT SHEET). Please provide written comments to the responsible official as follows:

Rachael Markle, AICP, Director,
Department of Planning & Community Development
City of Shoreline
17500 Midvale Avenue N.
Shoreline, WA 98133

Emailed comments are welcome and should be sent to: mredinger@shorelinewa.gov or sszafran@shorelinewa.gov.

In addition, the City will accept public comments on the DEIS at a Planning Commission Public Hearing scheduled for July 10, 2014, 7:00 to 9:00 pm in the Council Chambers, located at 17500 Midvale Avenue N. Shoreline, WA 98133. The City of Shoreline appreciates your interest in the 185th Street Station Subarea Plan and looks forward to hearing from you.

Sincerely,



Rachael Markle, AICP
Director, Planning & Community Development

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FACT SHEET

Project Title

185th Street Station Subarea Plan

Proposed Action and Alternatives

Three alternatives are qualitatively compared and analyzed in this draft environmental impact statement (DEIS):

- Alternative 1—No Action, which would retain existing planning and zoning provisions in the station subarea
- Alternative 2—Some Growth, which would adopt a new framework for land use and supporting improvements in the station subarea, with changes in zoning focused along the 185th Street, 10th Avenue NE, and NE 180th Street connecting corridor between Shoreline's Town Center (Aurora Avenue N) and North City
- Alternative 3—Most Growth which would adopt a new framework for land use and supporting improvements, with more extensive changes in zoning (proposing higher densities and affecting a larger area than under Alternative 2) surrounding the proposed light rail station, but still focused along the 185th Street, 10th Avenue NE, and NE 180th Street connecting corridor

The City and its citizens have been working on the *185th Street Station Subarea Plan* since spring 2013 with the intent of creating a land use, transportation, and infrastructure framework to support implementation of a livable, workable, equitable, and sustainable transit-oriented community in Shoreline. In addition

to supporting the regional investment in high-capacity transit, the subarea plan would support Shoreline Comprehensive Plan goals and policies and implement the City's Vision 2029.

The two action alternatives, Alternative 2—Some Growth and Alternative 3—Most Growth, have been developed to support the community's vision for a livable, workable, equitable, and sustainable transit-oriented community.

The No Action Alternative would retain the current provisions of the Comprehensive Plan and other existing plans, as well as development regulations applicable to the subarea. This DEIS assumes that the light rail station would be implemented with or without zoning changes in the subarea. Although individual properties could be developed to the maximum allowable density under current zoning in the No Action Alternative, this is not consistent with the vision for vibrant, transit-oriented communities throughout the region and in Shoreline.

Upon completion of this DEIS, the City of Shoreline will select a Preferred Alternative based on the results of the environmental analysis, public and agency comments, and potential additional analysis that may be needed as part of finalizing the EIS. The Preferred Alternative may include combined features of the alternatives analyzed in this DEIS, or new features, as long as these are analyzed to the extent required by the State Environmental Policy Act (SEPA) for Planned Actions.

With the completion of the Final Environmental Impact Statement (FEIS), the City of Shoreline would finalize and adopt the *185th Street Station Subarea Plan* and a supporting Planned Action Ordinance. The City also would amend its current Comprehensive Plan and other applicable plans as well as the Shoreline Development Code, as may be required to support the plan and ordinance.

With adoption of the Planned Action Ordinance for the Preferred Alternative, future development applications that are consistent with the Planned Action would not be subject to further environmental review under SEPA, which would help to streamline the approvals process for projects within the subarea. Under the No Action Alternative, SEPA review and compliance would not be streamlined via a Planned Action process and standard environmental review would be required on a per-project basis. While the No Action Alternative would occur under the current adopted Comprehensive Plan and Development Code, it would be inconsistent in meeting the City's stated objectives in the Comprehensive Plan for implementing transit-oriented communities around the proposed light rail stations.

Location

Through a separate public process for the Lynnwood Link Extension, which also included development of a DEIS, Sound Transit identified NE 185th Street on the east side of Interstate 5 (I-5), north of the overpass, as the preferred location for one of the two light rail stations to potentially be built in Shoreline. A park-and-ride structure, also constructed by Sound Transit, would be potentially located on the west side of I-5, also north of the 185th Street overpass. The City of Shoreline supports the station location included in Sound Transit's preferred alternative for the Lynnwood Link Extension, and identifies the location in the City's Comprehensive Plan Land Use Map.

For the purposes of developing the *185th Street Station Subarea Plan* and completing environmental analysis for this DEIS, the City of Shoreline Planning Commission determined study area boundaries through consideration of factors such as topography, ability to walk and bike to and from the station, policy direction, existing conditions, and other influences. The Planning Commission recommended using two sets of boundary lines

applicable to these conditions, and for this DEIS, the subarea is defined by two boundaries, one that delineates the study area for land use and another that delineates the study area for mobility (multi-modal transportation). These boundaries were then reviewed and adopted by City Council.

Refer to Figures 1-1 and 1-2 in Chapter 1 for depictions of these study area boundaries surrounding the 185th light rail station location. The rectangular-shaped subarea includes portions of the Echo Lake, Meridian Park, and North City neighborhoods of Shoreline, with 185th Street as a central spine of the subarea from the Aurora Avenue N (SR 99) corridor at the west edge to 15th Avenue NE corridor at the east edge. The subarea extends approximately one-half mile to the north and south of the 185th corridor. For more information about the study area boundaries, refer to Chapter 1, Section 1.2.2.

Proponent

City of Shoreline

Lead Agency

City of Shoreline

Responsible Official

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Planned Action Environmental Impact Statement Process

The Washington state legislature adopted the Planned Action process for SEPA to emphasize quality environmental review of early planning efforts and early public input to shape decisions. Basic steps in designating and implementing Planned Actions are to:

- Prepare an environmental impact statement (EIS);
- Designate the Planned Action improvement area by ordinance, where future projects would develop consistent with the EIS analysis; and
- Review permit applications for future projects for consistency with the designated Planned Action (based on an environmental checklist prepared by project proponents to compare proposed improvements to the Planned Action analysis).

The intent is to provide more detailed environmental analysis during formulation of planning proposals, rather than at the project permit review stage. A Planned Action designation by a jurisdiction reflects a decision that adequate environmental review has been completed and further environmental review under SEPA, for each specific development proposal or phase, would not be necessary if it is determined that each proposal or phase is consistent with the development levels specified in the adopted Planned Action Ordinance and supporting environmental analysis. Although future proposals that qualify as fitting within the threshold of the Planned Action would not be subject to additional SEPA review, they would be subject to application notification and permit process requirements.

The Planned Action Ordinance would be expected to encourage redevelopment and revitalization in the light rail station subarea. Property owners and potential developers would be encouraged to redevelop by the streamlined development process that takes place under the Planned Action process. This DEIS will help the City identify impacts of development and specific mitigation measures that developers would have to meet to qualify for a Planned Action project.

Required Approvals

In order to implement the selected alternative as an outcome of this DEIS, the following must be approved by the City Council:

- Adoption of a final *185th Street Station Subarea Plan* and provisions and regulations that would require amendments to the City's Comprehensive Plan and the Shoreline Development Code (Title 20); and
- Adoption of a Planned Action Ordinance.

After these City actions, permits to be acquired by individual development proposals would likely include, but not be limited

to: land use permits, site development permits, building permits, and right-of-way permits. If the proposed development is consistent with the subarea plan and analysis in this DEIS, additional environmental analysis would not be required.

Environmental Impact Statement

Authors and Principal Contributors

This document has been prepared under the direction of the City of Shoreline, Planning & Community Development Department. Principal and contributing consultants are listed below.

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Date of Draft Environmental Impact Statement Issuance

June 9, 2014

Public Comments/Due Date

The City of Shoreline will accept written comments on or before **July 10, 2014.**

If mailing comments via the US Postal Service, comments must be postmarked by Midnight, July 10, 2014. If providing written comments via hand or commercial delivery, comments must be submitted by 5:00 pm, July 10, 2014. Address comments to the responsible official as follows:

Miranda Redinger

Department of Planning & Community Development
City of Shoreline
17500 Midvale Avenue N.
Shoreline, WA 98133

Comments also may be submitted via email to:

mredinger@shorelinewa.gov

In addition, the City will accept public comments at a public hearing, as follows:

Public Hearing/Planning Commission Meeting on the Draft Environmental Impact Statement for the 185th Street Station Subarea Plan, scheduled for July 10, 2014, 7:00 pm to 9:00 pm in the Shoreline City Council chambers, located at 17500 Midvale Avenue N. Shoreline, WA 98133

Type and Timing of Subsequent Environmental Review

After the close of the public comment period, the City will prepare a FEIS that contains responses to comments received and a Final Subarea Plan, based on analysis of the alternatives and comments received from the public. The FEIS will identify the proposed alternative for adoption, which may be one of the alternatives analyzed in the DEIS, or a new alternative containing components of the DEIS alternatives. If additional environmental analysis is required for the proposed alternative, it will be presented in the FEIS.

Date of Final Action and Implementation

The City anticipates taking final action on the adoption of the 185th Street Station Subarea Plan, FEIS, and Planned Action Ordinance, along with supporting Comprehensive Plan and code amendments, in December 2014. If approved, it is envisioned that redevelopment of the station subarea would occur gradually, over the coming decades.

Previous Relevant Environmental and Planning Documents

Prior relevant environmental review was conducted in the following EISs, including the City's Comprehensive Plan and subsequent amendments:

- *Lynnwood Link Extension Draft Environmental Impact Statement* by Sound Transit, July 2013
- *City of Shoreline Comprehensive Plan* update, adopted by Ordinance 649 on December 10, 2012

- *City of Shoreline Town Center Subarea Plan*, adopted by City Council, July 25, 2011
- *North City Sub-Area Plan*, City of Shoreline, Washington, adopted as a Comprehensive Plan Amendment, July 2001
- *City of Shoreline Transportation Master Plan*, adopted December 12, 2011.

Where appropriate, relevant information found in prior environmental and planning documents is referenced and considered in this DEIS.

Location of Background Information

See "Contact Persons" above.

Availability of this DEIS and Copies for Purchase

This DEIS is posted on the City's home webpage for the project: www.shorelinewa.gov/lightrail, and may be downloaded and reviewed for free. Desk copies are available for review at Shoreline City Hall (17500 Midvale Avenue N, Shoreline, WA, 98133) and at the Shoreline Library (345 NE 175th Street, Shoreline, WA 98133 and 19601 21st Ave NW, Shoreline, WA 98177).

Copies of this DEIS (printed or on compact discs) may be purchased from the City of Shoreline Department of Planning and Community Development (17500 Midvale Avenue N, Shoreline, WA, 98133, see "Contact Persons") for the cost of production.

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